AIRQUALITY COMPLIANCE & MANAGEMENT ENFORCEMENT DIVISION

Policies &

Procedures

PORT OF OAKLAND MARINE TERMINAL IDLING TRUCKS

Effective July 1, 2003

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COMPLIANCE & ENFORCEMENT DIVISION

Policies &

Procedures

SUBJECT: MARINE TERMINAL IDLING TRUCKS GUIDELINES

The following inspection guidelines are designed to ensure complete and accurate investigations by District staff of idling trucks at marine terminals. These guidelines are intended to provide compliance assistance to the marine terminal industry and trucking operations in the Bay Area. These guidelines are also designed to increase the understanding and knowledge of District requirements and policies with respect to implementation of Assembly Bill 2650. They outline how the District intends to enforce the provisions of California Health and Safety Code (H&SC) Section 40720 (Exhibit 1), Marine Terminal Operation; Truck Idling.

1. AUTHORITY AND REFERENCES

Assembly Bill 2650 was introduced by Assemblyman Alan Lowenthal (Long Beach) to address air quality issues associated with idling trucks at California ports. The bill added Section 40720, Marine Terminal Operation; Truck Idling, to the California Health and Safety Code in September 2002. The section became effective January 1, 2003. For any marine terminal implementing an appointment system the provisions took affect on July 1, 2003.

2. APPLICABILITY

H&SC Section 40720(a) requires each marine terminal operator (MTO) at California ports that process 100,000 or more containers annually to operate in a manner that does not cause trucks to idle or queue for more than 30 minutes while waiting to enter a marine terminal ("30 minute queue requirement"). The Port of Oakland is the only qualifying port within the jurisdiction of BAAQMD. All the MTOs at the Port of Oakland process more than 100,00 containers per year.

3. COMPLIANCE OPTIONS

Each MTO at the Port of Oakland (see Exhibit 2) must implement at least one of the following options to comply with the provisions of H&SC 40720:

A. Appointment System – H&SC 40720(g)

An MTO may implement a scheduling or appointment system with a specified time for trucks to enter the terminal. Any MTO choosing this option must meet all of the following requirements:

- Appointments must be provided on a first-come, first-served basis.
- Appointments must last at least 60 minutes and are to be continuously staggered throughout the day.
- Motor carriers that conduct transactions at the marine terminal must not be discriminated against any in scheduling of appointments.
- Double transactions must not be interfered with once a motor carrier is inside a terminal gate.
- Motor carriers who miss appointments cannot be turned away or fined.

If an MTO implements an appointment system, the MTO is subject to the requirements of the 30 minute queue requirement only for the trucks that use the system and who idle or queue for more than 30 minutes, as determined by the Inspection Procedures in Section 5 below.

B. Extended Gate Hours

Alternatively, an MTO may choose to operate specified variations of fully staffed receiving and delivery gates in order to not be subject to the provisions of the 30 minute queue requirement. This option requires the MTO to operate its gates in one of the following manners:

1. Fully-Staffed Gate Peak Commuter Hours - H&SC 40720(b)

Operate fully staffed receiving and delivery gates two hours prior to and two hours after the peak commuter hours each day for at least five days per week. The District will use the following interpretations of "fully staffed" and "peak commuter hours".

- <u>Fully Staffed</u>: refers only to the staffing of the receiving and delivery gates.
- <u>Peak Commuter Hours</u>: are the high-occupant vehicle (HOV) hours on Interstate 80. These are 5 am to 10 am and 3 pm to 7 pm.

OR

2. Fully-Staffed Gate 65 Hours - H&SC 40720(c)

Operate fully staffed receiving and delivery gates, open for all transactions, for 65 hours, five days per week, and be located at a port that processes less than 3 million containers (20-foot equivalent units (TEUs) annually. This option applies to the MTOs at the Port of Oakland.

OR

3. Fully-Staffed Gate 70 Hours - H&SC 40720(d)

Operate fully staffed receiving and delivery gates for 70 hours, five days per week, and be located at a port that processes more than 3 million containers (20-foot equivalent units (TEUs) annually. This option does not currently apply to any MTO at the Port of Oakland.

C. 30-Minute Queue – H&SC 40720(a)

For MTOs that choose not to implement a scheduling or appointment system, or operate with extended gate hours, the 30-minute queue time limit requirement will apply. These MTOs must operate in a manner that does not cause trucks to idle or queue for more than 30 minutes while waiting to enter the terminal gate. Under this compliance option, the MTO will be in violation of the 30-minute queue time limit for any truck that is not processed through the terminal entry gate in 30 minutes.

Bobtail trucks (vehicles without a trailer) will proceed to the head of the queue because they are not required to wait in line. Therefore, bobtail trucks will not be counted as part of the 30 minute queue time limit requirement.

4. SAFETY

Inspectors will have their District identification available at all times while at the Port of Oakland. Inspectors will maintain a maximum distance between themselves and moving trucks while preserving visibility to the truckers. Inspectors will utilize any equipment necessary to ensure their safety, such as brightly colored safety vests, District-issued "Inspector" jackets, safety glasses, binoculars, respirators, vehicle headlights, vehicle hazard lights or portable flashing amber lights.

Inspectors will follow the applicable Division Health and Safety Programs, and particularly Section 5 of the Respiratory Protection Program, Respirator/Site Evaluation:

"Where it is impractical or unfeasible to conduct air monitoring, the inspector or his/her supervisor may require the use of respiratory protection if he/she believes there may be exposure to hazardous materials that may be detrimental to the inspector's health and safety."

5. INSPECTION PROCEDURES

Where extended gate hours are not utilized, inspection procedures to determine compliance with the 30-minute queue requirement will be implemented, as follow:

A. Surveillance Screen

Inspection staff may use one of two methods to screen truck queues and determine if a truck queue exceeds the 30-minute limit. The two methods of truck screening are as follows:

Method 1:

Count the number of trucks that passes into the terminal in a fiveminute period and multiply that value by six (6). The product will provide an estimation of the position in the queue of the "30-minute queue truck."

Example:

Where:

Two (2) trucks are observed entering a terminal gate in a five-minute period,

Then:

[Trucks observed entering terminal in five minutes] = 2

Then:

 $2 \times 6 = 12$

Then:

Location in queue of the "30-minute queue truck" = Truck 12

• If the queue contains fewer than the estimated number of trucks required to establish the estimated position of the 30-minute queue truck, the facility will be considered in compliance with the 30minute requirement. Using the example above, if the "30-minute queue truck" is calculated to be the twelfth truck in line for a terminal, but the terminal queue only holds nine trucks, then the facility is considered to be in compliance.

• If the queue contains more than the estimated number of trucks required to establish the estimated position of the 30-minute queue truck, the inspector will conduct a queue inspection (see Section 5B below). Again, using the example above, if the "30-minute queue truck" is calculated to be the twelfth truck in line for a terminal, and the terminal queue(s) holds more than twelve trucks, then the inspector may conduct a queue inspection.

Method 2:

- Count all trucks waiting in all lines to enter a marine terminal in order to achieve one total number.
- Determine the minimum truck rate at the gate. The gate rate needed is determined by computing the following:

60 * (30/[Total number of trucks in queue(s)])

Example:

Where:

40 trucks are counted as the total number in all the lines

Then,

$$60^* (30/40) = 45$$

This means the terminal must process one truck every 45 seconds through the receiving gate in order to pass a surveillance screening.

If an inspector observes a truck entering the gate every 45 seconds or less, the 30-minute queue limit will not be exceeded. However, if an inspector observes a truck entering the gate every 90 seconds, then the wait is likely to be longer than 30 minutes and Inspector should begin a queue inspection.

B. Queue Inspection

When a marine terminal fails to pass the surveillance screen (see Section 5A above) a queue inspection will be conducted. The "Idling Truck" Inspection Form (see Exhibit 3) should be used to document the trucks in the queue for a possible violation. The Inspector may complete an inspection form each queue.

The inspector will identify the truck at the end of the line (queue) by the front license plate number and the cargo container identification information. The inspector will begin a 30-minute countdown recording the start time on the inspection form. If the truck identified as last in line enters the terminal before the 30-minute time period expires, the terminal is in compliance with the 30-minute queue requirement and the inspection will end.

If the last truck has not entered the gate at the end of the 30-minute countdown period, the inspector will document the following information for each truck that enters the terminal ahead of the last truck:

- The time the truck enters the terminal
- The truck's front license plate number/the cargo container number
- Whether the truck has an appointment.

Each truck in the queue that is ahead of the truck identified as last in the line will be counted as being in excess of the 30-minute queue limit. The last truck will also be counted as being in excess of the 30-minute queue limit.

If any truck in the queue displays an appointment placard or the MTO verifies that a specific truck has an appointment, the truck should be recorded on the Inspection Form with its appointment time under the "Appointment" column. Once an inspector has determined that a terminal is in excess of the 30-minute queue limit, an investigation will be conducted. Trucks entering the terminal after the last truck will not be counted as part of the on-going investigation, unless the Inspector documented start times for those trucks.

C. Investigation

When an inspection indicates a potential violation of H&SC 40720, an investigation of the facts and circumstances giving rise to the potential violation must be conducted.

The inspector will meet with the appropriate marine terminal staff and review the compliance option chosen by the MTO. The inspector will collect specific information regarding the reason or cause for a delay of more than 30 minutes and determine if any of the trucks in potential violation had an appointment. Gate pass information for each truck in violation should be recorded, which should give the time the truck driver was processed into and out of the terminal.

The inspector will also conduct interviews at trucking firms, if needed.

All MTOs at the Port of Oakland track truck traffic by the cargo container number. Some MTOs track the trucks by the vehicle license number, cargo container number and/or chassis number. If the potential violation occurred at an MTO that chose the appointment system compliance option, the MTO shall be cited only for a truck that has:

- Made use of the appointment system and had a valid appointment, and
- Has queued for more than 30 minutes while waiting to enter the gate into the terminal; and
- The 30-minute countdown period commenced from the start of the appointment or from the time the truck arrived, whichever was later.

Prior to the issuance of a Notice of Violation (NOV), an inspector will consult with the area Supervising Air Quality Inspector or Air Quality Program Manager. The MTO is **not** in violation if the investigation indicates a delay resulting in a potential violation was caused by any of the following:

- Act of God
- Strike
- Declared state or federal emergency, or
- District finding that an unavoidable or unforeseeable event caused trucks to idle for more than 30 minutes while waiting to enter the gate into the marine terminal.

6. NOTICE OF VIOLATION

Any NOV that is issued to an MTO will cite a violation of H&SC 40720(a) and shall include the date and time of the violation, the amount of time elapsed in excess of the 30 minute requirement, the name of the port at which the violation occurred, the MTO name, the front license plate number of each truck in violation and the cargo container identification. The number of violations (one per truck exceeding the 30-minute queue limit) shall be recorded as separate offenses and listed in the details section of the NOV. All data supporting the NOV obtained during the course of the inspection and investigation will be documented in the report. Also, all associated inspection forms will be attached, including any photographs and other documents obtained.

7. COMPLAINTS

If a complaint is received specifically regarding trucks idling at a marine terminal at the Port of Oakland, District Communication Center staff will take and dispatch complaints of "Idling Port Truck" to field inspection staff. Investigation of any such complaint to determine compliance with H&SC 40720 will follow the procedures listed above. An Idling truck complaint will be

confirmed if the inspector determines from a surveillance screen that queues appear to be greater than 30 minutes and an inspection is initiated.

For complaints regarding any idling trucks outside of the scope of marine terminals, the complaint will be dispatched in accordance with the procedures found in the "Complaint Guidelines" of the Policies and Procedures Manual.

8. REPORTING

Monthly data (surveillance screenings, queue inspections, investigations and notices of violation issued) collected by inspection staff will be reported to the Supervising Air Quality Inspector. This information will be provided on a monthly basis to the Director of Compliance and Enforcement. Periodically, District staff will survey all the MTOs to update their Compliance Plan Options and any other pertinent information.

These guidelines are intended to provide staff with standardized procedures. District staff may deviate from these guidelines following approval from District management. The guidelines do not modify District regulation or other applicable law, and do not create binding requirements on the APCO or any entity outside the District. In the event of a conflict between these guidelines and District regulation or State law, the latter will govern.

EXHIBIT I - CALIFORNIA HEALTH AND SAFETY CODE 40720

- (a) Each marine terminal in the state shall operate in a manner that does not cause the engines on trucks to idle or queue for more than 30 minutes while waiting to enter the gate into the marine terminal.
 - (1) Any owner or operator of a marine terminal that operates in violation of this subdivision is subject to a \$250 fine per vehicle per violation.
 - (2) The district shall monitor marine terminals in the state with jurisdiction over that terminal to ensure compliance with this subdivision.
 - (3) Citations for violations of this subdivision shall be issued by the applicable district, and shall include the truck license plate number, the name of the marine terminal and port at which the violation occurred, and the date and time of the violation.
 - (4) Any action taken by the marine terminal to assess, or seek reimbursement from, the driver or owner of a truck for a violation of this subdivision shall constitute a violation of Article 3 (commencing with Section 42400) of Chapter 4 of Part 4.
 - (5) Any owner or operator of a marine terminal or port, or any agent thereof, who takes any action intended to avoid or circumvent the requirements of this subdivision or to avoid or circumvent the reduction of emissions of particulate matter from idling or queuing trucks is subject to a seven hundred fifty dollar (\$750) fine per vehicle per violation, including, but not limited to, either of the following actions:
 - (A) Diverting an idling truck to area freeways or alternate staging areas, including, but not limited to, requiring a truck to idle or queue inside the gate of a marine terminal.
 - (B) Requiring or directing a truck driver to turn on and off an engine while queuing.
 - (6) The owner or operator of a marine terminal does not violate this subdivision by causing a truck to idle for more than 30 minutes while waiting to enter the gate into the marine terminal, if the delay is caused by acts of God, strikes, or declared state and federal emergencies, or if the district finds that an unavoidable or unforeseeable event caused trucks to idle and that the terminal is in good faith compliance with this section.
 - (7) Failure to pay a fine imposed pursuant to paragraph (1) or (5) shall constitute a violation of Article 3 (commencing with Section 42400) of Chapter 4 of Part 4.
- (b)(1) Subdivision (a) does not apply to any marine terminal that provides, as determined by the district, two continuous hours of uninterrupted, fully staffed receiving and delivery gates two hours prior to and after, peak commuter hours each day, at least five days per week.
 - (2) For the purposes of this subdivision, "peak commuter hours" shall be those hours determined by the district, in consultation with the owners and operators of the marine terminals within each district's jurisdiction and any labor union that is represented at those marine terminals. The district shall notify the marine terminals of the final determination of the peak commuter hours.
- (c) Subdivision (a) does not apply to any marine terminal that operates fully staffed receiving and delivery gates for 65 hours, five days per week, if that marine terminal is

located at a port that processes less than 3 million containers (20-foot equivalent units (TEUs)) annually.

- (d) Subdivision (a) does not apply to any marine terminal that operates fully staffed receiving and delivery gates for 70 hours, five days per week, if that marine terminal is located at a port that processes more than 3 million containers (20-foot equivalent units (TEUs)) annually.
- (e) The district shall determine the necessary level of monitoring and enforcement commensurate with the level of the truck idling problem existing within its jurisdiction.
- (f) For the purposes of this section, "marine terminal" means a facility that meets all of the following criteria:
 - (1) Is located at a bay or harbor.
 - (2) Is primarily used for loading or unloading containerized cargo onto or off of a ship or marine vessel.
 - (3) Contains one or more of the following:
 - (A) Piers.
 - (B) Wharves.
 - (C) Slips.
 - (D) Berths.
 - (E) Quays.
 - (4) Is located at a port that processes 100,000 or more containers (20-foot equivalent units (TEUs)) annually.
- (g) Notwithstanding subdivision (a), if a marine terminal implements a scheduling or appointment system for trucks to enter the terminal, the terminal shall be subject to a fine pursuant to subdivision (a) only for a truck that makes use of the system and whose engine idles for more than 30 minutes while waiting to enter the gate into the terminal, commencing from the start of the appointment or the time the truck arrives, whichever is later. The scheduling or appointment system shall meet all of the following requirements:
 - (1) Provide appointments on a first-come, first-served basis.
 - (2) Provide appointments that last at least 60 minutes and are continuously staggered throughout the day.
 - (3) Not discriminate against any motor carrier that conducts transactions at the marine terminal in scheduling appointments.
 - (4) Not interfere with a double transaction once inside the gate.
 - (5) Not turn away or fine a motor carrier if that motor carrier misses an appointment.

EXHIBIT 2 - Port of Oakland Marine Terminal Idling Trucks Compliance Plans

TERMINAL INFORMATION	COMPLIANCE PLAN INFORMATION
Site#: B4766	Option: Appointment System
APL (Eagle Marine Services) Berth 60-63 1579 MiddleHarbor Rd Oakland, CA 94607 www.ealgemarineservices.com	Description: Appointments can made via the web for tall transaction types. Access via Website: www.eaglemarineservices.com/oakland/index.html Procedures to again Access to System: To access the system, email Roy for login and password.
Contact: Roy DiManlig, Terminal Supt. 510-272-3951 510-774-8346 (Cell) roy dimanlig@ap.com Gus Fashanu, Container Yard Manager	Lead time: Two weeks. Appointments can be made no later than 2:00 pm the day prior to the requested gate arrival date. Fees: No Charge for use Information needed: Truck company terminal ID code Appointment Window: 1 hour Cancellation Procedure: Call the terminal Contact
510-272-2860 510-774-8325 (Cell) rickey_childs@apl.com	
Gate Hours : 8-12, 1-4:30 Breaks: 10:00-10:30 & 3:00-3:30.	

TERMINAL INFORMATION	COMPLIANCE PLAN INFORMATION
Site#: A8345 APM (Maersk/Sealand)) Berths 20-22, 24 1425 Maritime Street Oakland, CA 94607 www.apmterminals.com	Option: Appointment System Description: Web-based appointments systems for all transaction types. Access via Website: www.emodal.com Procedure to gain Access to System: Easy to follow on-line instructions to obtain for login and password.
Contact: Paul Dutch 510-812-7323	Lead time: Two weeks to one hour Fees: Potential fee for exceeding a maximum number of appointments per day without a subscription. Information needed: Truck company terminal ID code. Appointment Window: 1 hour
Nick Harnal, Gate & Yard Manager 510-271-1310 Office 510-508-7905 Cell nharnal@mplterminals.com Gate Hours: 7-12, 1-5[Wed. all day]	Cancellation Procedure: Online at eModal.com

TERMINAL INFORMATION

Site#: Q2078

Hangjin Total Terminals International, LLC

Berths 55 and 56 2505 Middle Harbor Road Oakland, CA 94607 www.ttioak.com

Contact:

Kevin Bennett, Terminal Manager 510-302-3502

Steve Longbottham 510-302-3979 steve@mtcorp.com

Gate Hours: 7-12, 1-4:30.

COMPLIANCE PLAN INFORMATION

Option: Appointment System

Description: Voyager-Track Premier Appointment System (PAS) Web-based appointments systems for all

transaction types.

Access via Website: www.ttioak.com or (886) 988-

4325

Procedures to again Access to System: User

completes Account Request from website; User receives Log On Name and Password (Website access); User receives Voice Response Unit (VRU) ID and PIN

(Telephone access)

Lead time: 7-10 days to one hour

Fees: No Charge for use Information needed:

Imports: containers or bill of lading number

Exports: booking number;

Empty Out: Booking or Release Number

Empty In: No container number required (User identifies the number or empties being returned along

with shipping line);

Bare Chassis In: no chassis number required (User identifies the number of chassis being returned along

with **shipping line)**;

Bare Chassis Out: Chassis Release Number

Appointment Window: 1 hour

Cancellation Procedure: The user can do one of two things to cancel or change an appointment. First, to delete an appointment, the user can select the DELETE feature on the Appointment page, click Submit and the PAS the Appointment page, select the date (can be the same day) for the new appointment, select the new appointment time, and click SUBMIT to create a new appointment date, and time. Deleting or changing is as easy as making an appointment.

TERMINAL INFORMATION

Site#: B1265

Marine Terminals Corp. Ben E. Nutter Terminal

Berths 36-39 5190 7th Street Oakland, CA 94607 www.oak7th.com

Contact:

Michael Andrews, Yard Manager 510-645-2448

Steve Longbottham 510-302-3979 steve@mtcorp.com

Gate Hours: 7-12, 1-4:30 Breaks: 10-10:15 & 3-3:15.

COMPLIANCE PLAN INFORMATION

Option: Appointment System

Description: Voyager-Track Premier Appointment System (PAS) Web-based appointments systems for all transaction types.

Access via Website www.oak7th.com, www.bentoak.com or (888) 744-7682

Procedures to again Access to System: User completes Account Request from website; User receives LogOn Name and Password (Website access); User receives Voice Response Unit (VRU) ID and PIN (Telephone access)

Lead time: 7-10 days to one hour

Fees: No Charge for use Information needed:

Imports: containers or bill of lading number

Exports: booking number;

Empty Out: Booking or Release Number

Empty In: No container number required (User identifies

the number or empties being returned along with

shipping line);

Bare Chassis In: no chassis number required (User identifies the number of chassis being returned along with shipping line);

Bare Chassis Out: Chassis Release Number

Appointment Window: 1 hour + potential 15-30minute

leeway

Cancellation Procedure: The user can do one of two things to cancel or change an appointment. First, to delete an appointment, the user can select the DELETE feature on the Appointment page, click Submit and the PAS the Appointment page, select the date (can be the same day) for the new appointment, select the new appointment time, and click SUBMIT to create a new appointment date, and time. Deleting or changing is as easy as making an appointment.

	COMPLIANCE PLAN INFORMATION		
Site#: B2387	Option: Appointment System		
TransBay Container Terminal Berth 25 2500 Seventh Street Oakland, CA 94607 (No web address)	Description: Web-based appointments systems for all transaction types. Access via Website: www.emodal.com Procedure to gain Access to System: Easy to follow on-line instructions to obtain for login and password. Lead time: Two weeks. Appointments can be made		
Contact: Eric Sasaki, Terminal Operations Mgr 510-839-8228, ext. 106	until 4:30pm for the next workday Fees: Potential fee for exceeding a maximum number of appointments per day without a subscription. Information needed: Container number, bill of lading		
Robert Bergmann 510-839-8228 Robert_Bergmann@tbct.itslb.com Gate Hours: 8-12, 1-5	number, booking number. Truck license is not require-no field available on eModal. Appointment Window: 2 hours Cancellation Procedure: Online at eModal.com		

TERMINAL INFORMATION	COMPLIANCE PLAN INFORMATION
Site#: P8438	Option: 30-minute queue on all trucks.
Stevedoring Services of America Terminal (SSAT) Berths 57-59 1717 Middle Harbor Road Oakland, CA 94607 www.ssofa.com	
Contact: Frank Patalano, Gate Manager 510-286-2063 510-773-8874 (Cell)	
Sandi Lira, Terminal Manager 510-433-1844 510-238-4400	
Jacques Lira, General Manager 510-238-4406 510-385-5468	
Gate Hours: 705 [no breaks Night Gates: Mon & Thurs 6pm-3am	

TERMINAL INFORMATION

Site#: Q2079

TraPac Term

Berth 30 2800 7th Street Port of Oakland Oakland, CA 94607 www.trapac.com

Contact:

Dave O'Neill, Operations Manager 510-286-8615 www.trapac.com

Gate Hours: 7-12, 1-4:30 Breaks: 10-10:15 & 3-3:15

COMPLIANCE PLAN INFORMATION

Option: Appointment System

Description: Web-based appointments systems for all

transaction types.

Access www.trapac.com

The website allows for all questions, queries and comments to be easily communicated to the appropriate party. All necessary responses are done so in a time fashion.

Procedure to gain Access to System: Long ins are required. First time users can request access to the appointment system by completing an online registration from. Legitimate users will be registered and supplied with a password

Lead time: There are no front end restrictions as long as our database recognizes the required information (e.g., equipment, booking, release information). An appointment must be made no later than 2:00pm the day before the requested gate arrival date. Changes to appointments can be made up to 1 ½ hours before the scheduled appointment time.

Fees: No Charge for use

Information needed: The trucking company, a truck license plate number (can be supplied after appointment is made but must be supplied before the trucks arrival) and depending on transaction types, relative information regarding the transaction.

Load-In: container and booking number

Load-Out: container and associated B/L number **Empty-In**: container number and name of ocean carrier (i.e., equipment owner/lessee).

Empty-Out: equipment release number or associated booking number

Bare Chassis-In: chassis # or owner not mandatory however, input allows for the avoiding of a possible misdelivery

Bare Chassis-Out: equipment release number

Appointment Window: 1 hour

Cancellation Procedure: An appointment can be cancelled (deleted) using the same web page application. At this time cancellations are not required; although not doing so can adversely affect the amount of available appointment slots.

TERMINAL INFORMATION	COMPLIANCE PLAN INFORMATION
Site#: Q3761 Stevedoring Services of America, Terminal (SSAT) Berths 67-68 1 Market Street	Option: Extended hours, 65 hour week (30 minute queue does not apply)
Oakland, CA 94607 www.ssofa.com Contact:	
Kevin Mehlberg, Terminal Manager 510-446-2403 510-385-5456	
Jacques Lira, General Manager 510-238-4406 510-385-5468	
Gate Hours: Mon: 07:00-12:00, 13:00-22:00, 23:00 – 03:00 tue Tues: 07:00-17:00 (no lunch break) Wed: 07:00-12:00, 13:00-17:00 Thurs: 07:00-12:00, 13:00-22:00, 23:00 – 03:00 Fri.	
Fri. 07:00-17:00 (no lunch break) Note: Day of the Second night gate alternates weekly between Wed night and Thur night.	

SITE NUMBER:

EXHIBIT 3 - INSPECTION FORM IDLING TRUCKS AT CALIFORNIA PORTS



Bay Area Air Quality Management District 939 Ellis Street, San Francisco, CA 94109 415.771.6000

H&SC	Section	40720

То	Initials	Date
SUPV		
FILE		

Marine Terminal	Address	Compliance Option

Inspector Date/Time Contact Name/Title

Number of Queues No. Trucks in Queues No. of Trucks in Violation

 DATA COLLECTION

 Last Truck License/Cargo Container ID
 Start Time
 Term Entry Time
 Estimated Waittime

Time	Truck License/Cargo Container ID	Appt.	Time	Truck License/Cargo Container ID	Appt.

Time	Truck License/Cargo Container ID	Appt.	Time	Truck License/Cargo Container ID	Appt.
Commen	its				